

operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected shall be kept, and shall be available for the information of all persons interested.

SEC. 3. The right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, June 7, 1926.

Record of expenditures and receipts.

Amendment.

CHAP. 480.—An Act To amend section 5 of the Act entitled "An Act to provide for the removal of what is now known as the Aqueduct Bridge, across the Potomac River, and for the building of a bridge in place thereof," approved May 18, 1916, and section 12 of the Act entitled "An Act to provide for eliminating certain grade crossings, and so forth," approved February 12, 1901, as amended.

June 7, 1926.
[H. R. 7380].

[Public, No. 339.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of section 5 of the Act entitled "An Act to provide for the removal of what is now known as the Aqueduct Bridge, across the Potomac River, and for the building of a bridge in place thereof," approved May 18, 1916, as requires all electric railways using the new bridge provided for by such Act to pay into the Treasury of the United States the sum of one-half of 1 cent for each passenger transported each way over such bridge, is hereby repealed. This section shall take effect (but in no event before thirty days after the enactment of this Act) upon the revocation of that part of order numbered 482 of the Public Utilities Commission of the District of Columbia, dated July 7, 1922, authorizing the Capital Traction Company to charge and collect from each passenger carried across such bridge an additional fare of one-half of 1 cent per trip.

District of Columbia.
Francis Scott Key Bridge.

Payment by electric railways for passengers crossing, repealed.

Vol. 39, p. 164, repealed.

Effective date.

SEC. 2. So much of section 12 of the Act entitled "An Act to provide for eliminating certain grade crossings on the line of the Baltimore and Potomac Railroad Company, in the city of Washington, District of Columbia, and requiring said company to depress and elevate its tracks and to enable it to relocate parts of its railroad therein, and for other purposes," approved February 12, 1901, as amended, as reads as follows: "Each street railway company using said bridge shall pay in addition to other taxes as by its charter provided, one-half of 1 cent for each and every passenger carried across said bridge," is hereby repealed. This section shall take effect upon the reduction of each rate now in force in respect of the carriage of any person by electric railway from or to a point in the city of Washington to or from a point in Virginia beyond South End station, in an amount not less than one-half of 1 cent.

Highway Bridge.
Payment by street railways for passengers carried over, repealed.

Vol. 31, p. 773, repealed.

Effective date.

Approved, June 7, 1926.

CHAP. 481.—An Act To authorize the widening of Harvard Street in the District of Columbia, and for other purposes.

June 7, 1926.
[H. R. 11118].

[Public, No. 340]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That under and in accordance with the provisions of subchapter 1 of Chapter XV of the Code of Law for the District of Columbia, the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to institute in the Supreme Court of the District of

District of Columbia.
Harvard Street and Adams Mill Road NW.
Condemning land to widen.
Vol. 34, p. 151.

Columbia a proceeding in rem to condemn the land that may be necessary for the widening of those portions of Harvard Street northwest and Adams Mill Road, described as follows: A strip of land thirty feet wide lying immediately southerly of the northerly line of square 2589, between Lanier Place and Eighteenth Street, and a strip of land thirty feet wide lying immediately southerly of the northerly line of square 2587, between Quarry Road and Adams Mill Road; all of lot 1 and parts of lot 807, square 2588, parts of lots 802, 803, and 804, square west of square 2588; all of the above described property being in accordance with map number 1209 on file in the office of the surveyor of the District of Columbia, upon such lines as the said commissioners may deem to be in the public interests. If the entire amount found to be due and awarded by the jury in such proceeding as damages for and in respect of the land condemned for such widening, plus the costs and expenses of the proceeding hereunder, is greater than the amount of benefits assessed, then the amount of such excess shall be paid out of the revenues of the District of Columbia.

If damages exceed benefits, excess payable from District revenues.

Amount authorized for expenses and award.
Post, p. 1308.

Benefits credited to the District.

SEC. 2. That there is hereby authorized to be appropriated, out of the revenues of the District of Columbia, an amount sufficient to pay the necessary costs and expenses of the condemnation proceedings hereunder, and for the amount awarded as damages; and the amounts assessed as benefits, when collected shall be covered into the Treasury to the credit of the revenues of the District of Columbia.

Approved, June 7, 1926.

June 7, 1926.

[H. R. 12172.]

[Public, No. 341.]

CHAP. 482.—An Act Permitting the Washington Market Company to lay a conduit across Twelfth Street, southwest.

District of Columbia.
Washington Market
Company.
May lay conduit
across Twelfth Street
SW.

Conditions.

Proviso.
Use for refrigeration
only.
Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia are hereby authorized to issue a permit to the Washington Market Company, its successors or assigns, for the laying of an underground conduit and pipes from square 328 across and under Twelfth Street, southwest, to and into square 300 for refrigerating purposes, under the following conditions, namely: The conduit and pipes therein shall be laid in a straight direction at right angles to the building line of said Twelfth Street; they shall be located as directed by the Commissioners of the District of Columbia and be laid under their inspection, and the cost of such inspection and the replacing of pavements, curbs, and sidewalks disturbed shall be paid by the parties to whom the permit shall be granted: *Provided*, That such conduit and pipes shall be used for no purpose other than refrigeration.

SEC. 2. That Congress reserves the right to amend, alter, or repeal this Act.

Approved, June 7, 1926.

June 7, 1926.

[S. 2708.]

[Public, No. 342.]

CHAP. 483.—An Act To restore to the public domain certain lands within the Casa Grande Ruins National Monument, and for other purposes.

Casa Grande Ruins
National Monument,
Ariz.

Part of, restored to
public domain, for irri-
gating lands of Pima
Indians.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby restored to the public domain the west half and the southeast quarter of the southwest quarter of the northwest quarter of the southwest quarter of section 16, township 5 south, range 8 east of the Gila and Salt River principal meridian, a part of the Casa